

Eastern Bypass terminus and SR 2245. From Exhibit 2-16, the proposed interchanges at SR 1162 and the Western Bypass Terminus appear to be very close (Approximate scale 1" = 5,000 feet and measured distance is approximately a quarter of an inch or approximately 1,250 feet)."

Response: **11** – The actual distance between the two interchanges is approximately one-half mile.

Comment: **12** - Project Alternatives and the Least Environmentally Damaging Preferred Alternative (LEDPA) or Preferred Alternative - "Eight (8) interchanges, including 6 local access interchanges for the preferred alternative (Alternative #21) is more than a number of the other alternatives considered, including Alternatives 1, 3, 7, 9, 13, 16, and 19. EPA reviewed Table 4-26, page 4-124 of the FEIS, where the types of each interchange are presented for all of the alternatives. EPA is primarily concerned with the impacts to the human and natural environment at the diamond interchange at SR 2245 (Rural residential/some agricultural uses), and the partial cloverleaf at SR 1162 (Rural agricultural/scattered residences). Interchanges at these rural locations can also cause potentially indirect and cumulative impacts to resources around these interchanges. EPA requests that NCDOT and FHWA provide detailed updated traffic justification for both of these interchanges. Both of these interchanges extend beyond the two new interchanges proposed along the existing US 74 corridor at the western and eastern termini."

Response: **12** - Direct impacts (i.e., based on the roadway footprint) to the human and natural environment resulting from the proposed configurations of the interchanges in question are reflected in Table S-2 on page xvii in the FEIS, as well as other data tables within the document. Indirect and cumulative effects are reported in the Indirect and Cumulative Impacts Report (May 2004) prepared for this project. As stated on Exhibit 2-12 in the FEIS, the interchange at SR 2245 was added for reasons of providing local access. The interchange at SR 1162 is needed to provide local access. Although these two interchanges are located along the widening portions of the project (rather than the new location bypass), the widening segments will be full control of access, and the roads in question can only access the US 74 highway by means of interchanges.

Comment: **13** - Stream and Wetland Impacts – "EPA provided a letter to the Army Corps of Engineers (ACE) dated May 10, 1999, on the public notice on the DEIS. None of the comments specifically identified in this letter are included in the FEIS."

Response: **13** - Please contact the US Army Corps of Engineers for responses to your letter dated May 10, 1999.